

FRMS: The European approach

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Current FTL Rules (CAT Aeroplanes)

EU-OPS Subpart Q includes a set of prescriptive rules addressing:

- ▶ **Flight Duty Period limits (daily, rolling)**
 - Reduction per nr of sectors
 - Reduction if WOCL encroached
 - Extensions
- ▶ **Flying hours limits (calendar year)**
- ▶ **Rest requirements (daily, weekly)**
- ▶ **Positioning**
- ▶ **Airport Standby**
- ▶ **Commander discretion**
- ▶ **Nutrition**



Current FTL Rules (CAT Aeroplanes)

The following subjects are not covered by Subpart Q (but are still subject to national rules):

- ▶ **Split Duty**
- ▶ **Reduced rest**
- ▶ **Time zone crossing**
- ▶ **Flight crew augmentation**
- ▶ **Standby other than at aerodrome**



Future FTL Rules (CAT Aeroplanes)

Rulemaking task OPS.055 ToR includes:

- ▶ Reviewing Subpart Q requirements taking into consideration all relevant recent publicly available studies/evaluations and operational experience
- ▶ Addressing those areas/points in EUOPS Subpart Q currently subject to national provisions
- ▶ Making proposal for the use and role of Fatigue Risk Management System (FRMS) in relation to the operator's safety management system (SMS)



Future FTL Rules (CAT Aeroplanes)

Rulemaking Group includes:

- ▶ Operators
- ▶ Crew representatives
- ▶ Authorities
- ▶ EASA

Task started in December 2009

NPA scheduled for December 2010



Approach (currently discussed under OPS.055)

Outcome of current discussions with the OPS.055 Rulemaking Group:

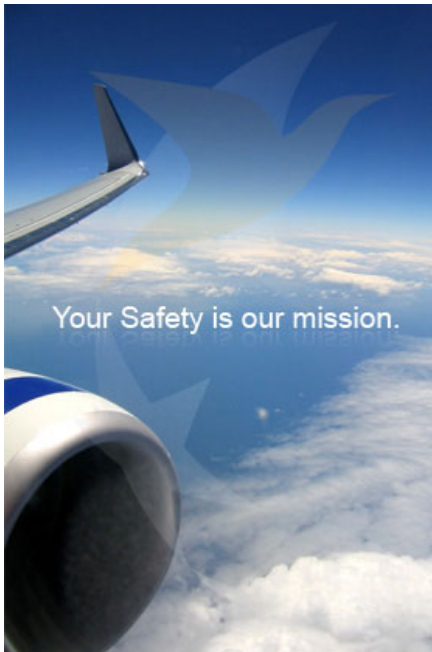
Priority must be given to establishing a comprehensive set of standard prescriptive rules, providing a high level of safety.

SMS is the standard approach to managing safety risks related to Fatigue

FRMS should only be used to complement the SMS for operations outside standard prescriptive limits (e.g. split duty, reduced rest)

FRMS should be part of the organisations' SMS

FRMS should include the use of predictive models



Thank you for your attention